

# The Hongkong Telegraph.

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October 2nd, 1911. Temperature 10 a.m. 75, 4 p.m. 70; Humidity...95, 92.

October 2nd, 1910. Temperature 10 a.m. 73, 4 p.m. 78; Humidity...91, 87.

No. 8698

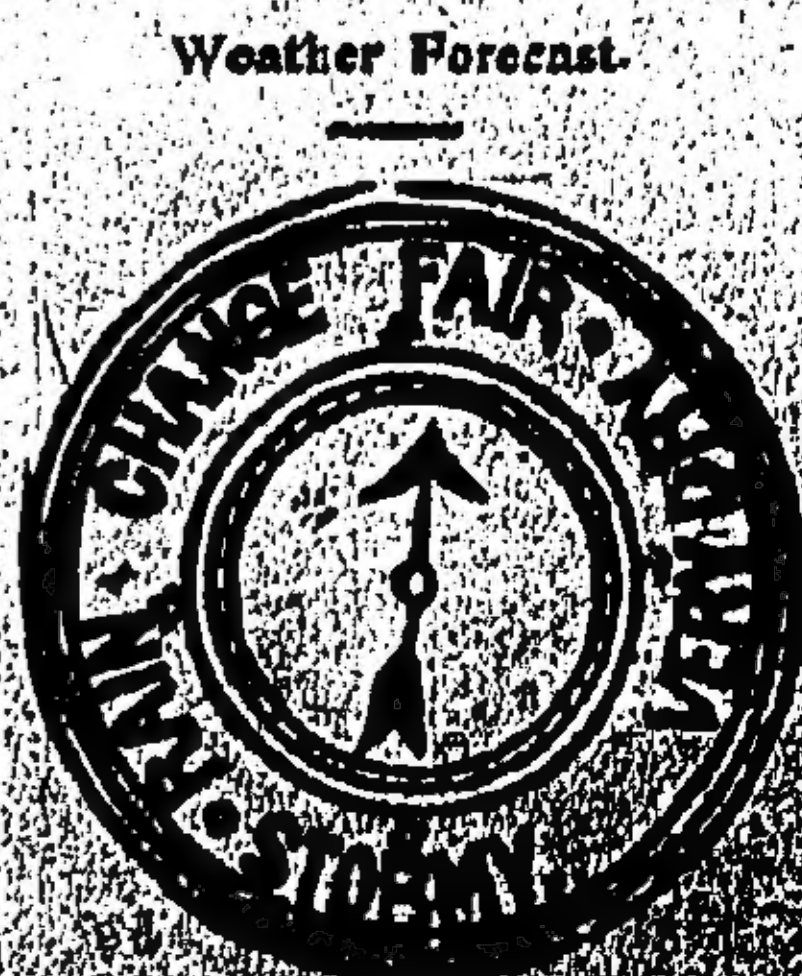
第二十八年三號

TUESDAY, OCTOBER 3 1911.

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886 THE ARCADE,  
SINGAPORE CORN 10' CORNER.

REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	REUTER'S TELEGRAMS.	CHINESE TELEGRAMS.	CHINESE TELEGRAMS.
<b>THE WAR.</b>  <b>FLIGHT FROM TRIPOLI.</b>  [Service To The "Telegraph"]  <b>CONTRADICTION REPORTS.</b>  Bombay, Oct. 3, 6.55 a.m.  Amidst a host of contradictory reports it appears certain that the Italians have not landed in Tripoli, nor has any fighting occurred, except on the coast of the Adriatic, where three or four torpedo-boats or destroyers have been captured or disabled.  <b>ALLEGED LANDING AT PREVEZA.</b>  It is reported that 1,800 Italian troops were landed at Preveza after the destruction of the forts, but this is most emphatically denied at Rome, where it is declared that Italy will not, on any account, attack European Turkey.  <b>THE TURKISH FLEET.</b>  Reuter's correspondent at Constantinople states that the commander of the Turkish fleet reports that he circumvented an Italian squadron which sought to intercept it before it reached the Dardanelles.  The British officers serving on board were landed when the fleet reached the Dardanelles.  <b>LIGHTS OUT.</b>  Bombay, Oct. 2, 1.40 p.m.  The lighthouses on the coast of Italy and the Italian possessions in the Red Sea have extinguished their lights.  <b>VOLUNTEERS FROM BRITAIN.</b>  Durban, Oct. 2, 9.30 a.m.  The Turkish Embassy in London is being inundated with offers of service.	<b>THE WAR.</b>  <b>THE REPORTED BOMBARDMENT.</b>  The reports of the bombardment of Tripoli apparently originated in the Italians engaging in gun practice.  <b>THE PREVEZA INCIDENT.</b>  The Athens correspondent of the "Daily Mail" states that a Turkish torpedo boat was driven ashore at Preveza and lost. The captain was killed by a shell, and eight of the crew were drowned.  <b>ITALY AND BRITAIN.</b>  Durban, Oct. 2, 4.15 p.m.  The Italian newspapers remind the English Press that Italy was the only country that stood by Great Britain in the Boer war.  Italy understood that the cause of civilization was then at stake, as it is now, and hopes that the English papers will reconsider their judgment.  <b>ADMIRAL WILLIAMS.</b>  Durban, Oct. 2, 5.45 p.m.  Rear-Admiral Hugh Pigot Williams has notified that he discontinues his duties in connection with the reorganization of the Turkish Navy.  <b>IS GREECE IN DANGER?</b>  Reuter's correspondent at Athens states that Turkey has informed Greece that she need not be offended by Turkey's military movements on the frontier, which are due to the war. This is regarded as disposing of the reports in regard to the invasion of Thessaly.  <b>REFUGEES FROM TRIPOLI.</b>  Durban, Oct. 2, 11.20 p.m.  Reuter's correspondent at Malta states that the steamer Castlegarth has brought 1,300 Maltese refugees from Tripoli.  They were huddled miserably on deck, clamouring for food and water, and suffered terribly during a three days' storm.	<b>THE WAR.</b>  <b>FEELING IN INDIA.</b>  Reuter's Calcutta correspondent states that a meeting of Mohammedans has telegraphed to Sir Edward Grey, Secretary of State for Foreign Affairs, asking that Great Britain, as the greatest Mohammedan Power, should check Italy's career of aggression.  The meeting also sent a telegram to the Grand Vizier, urging him to defend the honour of Islam.  <b>ANTI-WAR COMMITTEES.</b>  Anti-War Committees are being formed in India.  <b>REMEMBER THE MAINE.</b>  A Mystery Solved.  On Friday we made a brief reference to a telegram received by the "China Press" from New York in reference to the raising of the American battleship Maine. Following is the complete telegram:—New York, September 25.—After nearly a year's work, the hull of the battleship Maine has been completely exposed in Havana harbour, and one of the greatest international mysteries and controversies of modern times is partly settled.  The condition of the exposed hull completely vindicates the findings of the American Naval Board of Inquiry, which investigated the sinking of the Maine in 1898 just prior to the beginning of the Spanish-American war. The keel plates of the unfortunate ship are found to be displaced twenty-eight feet from their normal position, which could have been caused only by a severe external explosion. It is no longer possible to doubt that the initial explosion came from without the hull of the ship.  So far as is known, the work has made no discovery of any clue to the perpetrators of the deed, or if so, the Government is keeping it a profound secret. It is pointed out that even if any clues had been found, it would be very impolitic to reveal them at the present time because of the feeling which would be excited. There are now only two probable hypotheses for the destruction of the ship, that it was the act of either Spaniards or Cuban revolutionists who wished to bring about war between the United States and Spain. The war came, and marked a turning point in history, but for more than ten years afterward the United States Government took no steps to raise the Maine, because of the delicate questions that would be thereby dismissed.	<b>THE COLONIAL OFFICE.</b>  [SERVICE TO THE "TELEGRAPH"]  Durban, Oct. 2, 9.30 a.m.  It is announced in "The Times" that Sir Charles Lucas, head of the Dominions Department of the Colonial Office, is retiring.  <b>HOME RULE.</b>  <b>DEMONSTRATION IN DUBLIN.</b>  [SERVICE TO THE "TELEGRAPH"]  Durban, Oct. 2, 9.30 a.m.  A vast Home Rule demonstration was held in Dublin yesterday. Thousands attended from all parts of the country to witness the unveiling of the statue to Charles Stewart Parnell, and marched in procession through the streets. Mr. John Redmond, leader of the Nationalist Party, paid an eloquent eulogy to his memory.  <b>THE MANILA CARNIVAL.</b>  Arrangements for 1912.  Letters received by the Secretary of the Manila Carnival Association up to September 1, give evidence that over five thousand visitors from foreign countries will attend the big Carnival next February. Several large tourist parties are coming and groups of athletes from California, Australia, and Singapore have already signified their intention of being in Manila at Carnival time to compete for the elegant trophies put up by the Carnival Association. The contractor for the new hotel on the Luneta is rushing work to get the hotel finished in time, and day and night crews are labouring to complete the big hostelry so as to be able to hold the opening on New Year's Eve. The Hotel de France is also making several additions to the present large establishment, and the management figure on being able to accommodate a goodly number of visitors. A special reception committee has been appointed by Director-General Cotterman, and this committee will make every effort to see that the visitors are properly looked after and their stay is made a pleasant one. Mr. C. Lacy Goodrich, General Passenger Agent of the Toyo Kisen Kaisha S.S. Co., has been appointed the representative of the Carnival Association for China, and Mr. O. F. McWilliams of the Great Northern Steamship Company, looking after the interests of the 1912 Carnival in Japan. The dates of the Carnival are February 8-10, 1912.	<b>A LARGE FORTUNE.</b>  [SERVICE TO THE "TELEGRAPH"]  Durban, Oct. 2, 9.30 a.m.  Mr. Henry Wills, of tobacco fame, whose death was reported on September 4, has left over two million pounds.  <b>THE PENNSYLVANIAN CATASTROPHE.</b>  [SERVICE TO THE "TELEGRAPH"]  Bombay, Oct. 2, 1.40 p.m.  The return of panic-stricken fugitives who were at first reported to be missing after the destruction of the town of Austin in Pennsylvania, has reduced the death roll to 400.  <b>COMPANY REPORT.</b>  The Dairy Farm Co., Ltd.  The following is the report for presentation to shareholders of the Dairy Farm Co., Ltd., at the fifteenth ordinary yearly meeting, to be held at the Company's Depot, 2, Lower Albert Road, on Saturday, October 7, at 12.30 p.m.:—  The Directors herewith present to the shareholders a statement of the company's accounts for the year ended July 31, 1911. The profit for the year, after writing off \$13,130.97 for depreciation and bad and doubtful debts, and providing for directors' and auditors' fees, amounts to \$69,027.71, from which it is proposed to pay a dividend of one dollar and twenty-five cents per share, absorbing \$50,000; to transfer to cattle reserve fund \$15,000; to fire and typhoon insurance fund \$4,000; and to carry forward \$927.71.  Directors.—Dr. J. W. Noble and J. Scott Harston, Esq., retire by rotation, but are eligible for re-election.  Messrs. J. Scott Harston and G. H. Medhurst were invited to join the Board of Directors to act for Mr. F. Maitland and the Hon. Mr. Edward Osborne respectively, both of whom are absent on leave. These appointments require the shareholders' confirmation.  Auditor.—The annexed accounts have been audited by Mr. W. Hutton Potts, who offers himself for re-election at this meeting.  J. W. Noble, Chairman.  <b>Defrauding the Post Office.</b>  Our Canton correspondent tells us that the Director of the Post Office in Canton has asked the Viceroy to prohibit the illegal carrying of letters on passenger junks, and has suggested that detectives should travel on these craft for the purpose of carrying out searches. The officers engaged on the work will be allowed the use of the Likin boats.	<b>RAILWAY NATIONALIZATION.</b>  <b>REFUNDING THE MONEY SUBSCRIBED.</b>  [SHENGAO PO "SERVICE"]  Peking, Oct. 2.  After consideration of H.E. Shun Chun Hsun's memorial asking for the redemption of the Szechuan railway shares, the Ministry of Communications has decided to refund 60 per cent. of the subscriptions as a first instalment.  <b>THE MISSING TAOTAL.</b>  <b>ARRANGEMENTS FOR ARREST.</b>  [SHENGAO PO "SERVICE"]  Peking, Oct. 2.  The President of the Ministry of Finance has asked the Ministry of Foreign Affairs to communicate with the foreign governments concerned and to make arrangements for the arrest and extradition of Tsai Ngai Heng, ex-Taotal of Shanghai.  <b>THE MINISTRY OF FINANCE.</b>  <b>RECRUITING THE STAFF.</b>  [SHENGAO PO "SERVICE"]  Peking, Oct. 2.  The Ministry of Finance has notified the Viceroy and Governors of various provinces that each province will only be allowed to recommend eight officials for employment in the Ministry of Finance.  <b>CANTON'S FINANCES.</b>  [SHENGAO PO "SERVICE"]  Peking, Oct. 2.  The Viceroy of Canton has memorialized the Throne asking for permission to draw on the Ministry of Finance for funds in order to meet the needs of the Canton Official Specie Department in supplying coin to meet the demand in the money market. The Throne has referred the matter to the Ministry of Finance.	<b>CORRUPTION IN CHINA.</b>  <b>OFFICIAL SOUGHT FOR.</b>  [SHENGAO PO "SERVICE"]  Peking, Oct. 2.  The Cabinet has sent instructions to Viceroy and Governors throughout the Empire, ordering them to make every effort to apprehend the official who has been discovered to have been assisting disqualified ex-officials to obtain government situations, by means of alleged false pretences. The Throne has promised to deal leniently with the delinquent if he surrenders.  <b>CHINA'S FOREIGN ADVISERS.</b>  [SHENGAO PO "SERVICE"]  Peking, Oct. 2.  The Dutch Financial Adviser to China, in connection with the Four Nations' loan, will receive a salary of \$5,000 per annum on a yearly engagement.  <b>THE AMATEUR PHOTOGRAPHER.</b>  Photography is a thing that has advanced by leaps and bounds of late years. But in our admiration at the cleverness of the latter-day photographer we must not forget that his predecessor of a harder breed deserves to be praised for his sheer fortitude. To-day the young snapshooter is apt to be a bit of a Sybarite. He exhausts a roll or two of films, sends them off by post to be developed, and starts in again with another roll. He is debonair about it. His brow is unclouded. He often smiles. He frequently laughs heartily. How different from his forebears. The young photographer of the pioneer stage had a permanent solemnity. When he told his victim to "look pleasant" he tried, we may suppose, to throw his own face into some semblance of amiability. But he never succeeded. And no wonder. For ever in his thoughts was the ghastly foreboding of those long hours to come when he wrestled with the undeveloped plate in the confines of a "dark room" hideously illuminated by a red-shaded lamp. Behind the shut door there was complete silence except for the stertorous breathing of the developer, the crash of breaking bottles, the noise of chemical torrents, and the screaming odours of the falling red lamp. Whether the features of Uncle Albert became sufficiently clear upon the plate to be distinguished from the Eddystone Lighthouse, or whether these two negatives remained interchangeable, the ordeal remained the same torturing episode.













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Hongkong, 16th September, 1910.

[28]

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By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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Telephone: No. 1. A.B.C., 5th edition. Western Union.

### The Hongkong Telegraph.

HONGKONG, TUESDAY, OCTOBER 3, 1911.

#### COMMUNICATIONS IN CHINA.

In one of the excellent special consular reports issued by the U. S. Department of Commerce and Labour, Mr. George E. Anderson, the American Consul-General at Hongkong, exhaustively surveys the railway situation in China. The subject of railways in the Empire is a fascinating one and is of primary importance to those who have business connections with China. Leaving political considerations on one side for a moment, the great commercial lack of China is means of communication. Were it not for her great rivers China would have been compelled to rely almost solely upon her coastwise shipping to shift population and produce from one locality to another. Anyone who has travelled to any extent in the interior knows that there are few roads worthy of the name. Twelve years ago, even in Peking itself, one rode with ever-present danger to life and limb over roads flagged with uneven stones, and in the rural districts things were naturally much worse. The advantage of safe and swift communications has been only slowly realized by the Chinese, owing chiefly, perhaps, to their inability to appraise time at the value that the Westerner places upon it. But the power of object lessons in this as in other directions has gradually manifested itself and the day has gone for ever when the Chinese could subscribe money for the purpose of tearing up a railway that had been laid. Such lines as are in operation are well patronised and the common people show a surprising readiness to entrust themselves to what is to them a novel means of locomotion.

To-morrow, if nothing should intervene to prevent it, another link in the chain of railway that some of us believe will in our own time bring us in direct land communication with Europe, will be formally opened. This is an event of pregnant importance to this Colony. The success that we hope and believe will follow the opening of land communication between Hongkong and Canton will inspire those responsible for the section of the trunk line between Canton and Hankow to hasten on the work. Mr. Anderson is not very hopeful of the prospects for the Kowloon-Canton line, but we venture to think that the experience elsewhere will be repeated and that the line will in time create sufficient traffic to pay expenses. It is a comparatively small matter, but land transportation is not subject to weather vagaries to the same extent as that by sea, and assured regularity is becoming at last a consideration with the Chinese. There is therefore some ground for believing that, though the new line may not be able to show immediately any striking financial results on either section, it will prove of great indirect value in promoting the future prosperity of this Colony, which depends, in the main, upon our ability to extend our commercial connections with the interior of China.

#### DAY-BY-DAY.

When Fortune means to men most good  
She looks upon them with a threatening eye.

A New York telegram, dated Sept. 25, to the "Cablenews-American" reports the death of Charles Battell Loomis, the well known author of humorous verse, stories and sketches.

Mr. Chan Chik Tung of the Connaught Aerated Water Factory, Hongkong, has complained to the Taotai of Police at Canton that there are persons in his district, who are making use of the company's bottles for other purposes than that for which they were originally intended. A notice has been issued threatening condign punishment upon those who do this in the future.

#### Republican Insurgents.

The leaders of the Progressive Republicans in America have called a conference to be held in Chicago, on October 16, says a telegram to the "Cablenews-American." The call has been issued from the insurgents headquarters in Washington. It is being sent out to the radical leaders in all the States in the Union. The purpose of the meeting as laid down in the call is to form a plan for an anti-Taft campaign within the Republican Party.

#### Garrison Orders.

It is proposed to hold an examination for Tactical Fitness for this Command in January next. Officers desirous of examination will submit their names, through the usual channels, by the 25th inst.

Owing to the inclement weather the Wrestling Tournament of the 8th Rajputs is postponed until Friday next, at 9 p.m.

#### Japanese Conjurers.

To an almost bare auditorium, doubtless due to the unsettled state of the weather, at the Theatre Royal last night, the Mikado and Imperial Troupe of Conjurers and Magicians opened a two-night season. Professor Adachi includes in his repertoire some uncommonly good feats of legerdemain. The rapidity with which he produced endless quantities of cardboard boxes and lighted Japanese lanterns from an ordinary felt hat after he had trampled on it with his feet and pulled it inside out was distinctly clever. The "Floating Lady" act, where by a lady of the company was suspended in the air under hypnotic influence and apparently in defiance of the law of gravitation, did not fail to completely mystify the audience. There are numerous other items which are equally clever. The show will be repeated to-night and is well worth a visit.

#### The Bijou Theatre.

The Bijou Theatre is still commanding good houses, due to the fact that the management is able to put on excellent programmes as witnessed by the one that is being presented this week. Miss Vera Ferraro is in fine form, and her number always receive an enthusiastic reception. Her rendition of the song from the "Chocolate Soldier" is particularly popular. The selection of films that is being shown covers a wide range and the pictures are thoroughly appreciated.

#### Admiral Li's Health.

According to our Canton correspondent, Admiral Li Chun is finding that his stay at Boca Tigra has greatly quickened his progress towards convalescence, and he has decided to prolong his stay there. That he intends to remain there for some considerable time is evidenced by the fact that he has sent for his staff and has announced that he will in future transact all his business there. Unless he is called upon to consult with the Viceroy, he will not go back to Canton for some time yet.

A man and woman, both Chinese, were remanded this morning by Mr. Hazeland on a charge of manslaughter.

A Chinese who was charged by Inspector Collett with being in unlawful possession of a gas lamp, burner, and chimney, was sentenced to fourteen days' hard labour at the Magistracy this morning.

At the Magistracy this morning Messrs. Raven and Wanser, a contractor and a householder, were summoned for having altered a staircase without having obtained the necessary permission from the building authority. The case against the architects, Messrs. Raven and Wanser, was dismissed, while the contractor and the other were fined \$50 and \$20 respectively. It was alleged that the alterations were not in accordance with the plans.

#### A Shanghai Complaint.

The following is from the "China Press" of Sept. 27:—No reply has yet been received by the Rowing Club to their cable and letter sent some three weeks ago to Hongkong in respect to the swimming interport and a certain amount of dissatisfaction is being voiced among swimmers at the silence maintained by the Hon. Sec. of the Victoria Recreation Club, Hongkong, to whom both cable and letter were addressed.

This feeling is enhanced by reports in the Southern papers from which it appears that no possibility exists of the interport being arranged for the date suggested by the Rowing Club.

#### AN OPIUM DISPUTE.

Before the Acting Chief Justice, Mr. Justice Gompertz, at the Supreme Court this morning, the case was continued in which Wong Sam Sau, an opium dealer, of 128-30 Bonham Strand, sued the Wing Yu firm, of 232, Des Voeux Road Central, to recover the sum of \$355 damages for breach of contract, defendants having bargained and sold to the plaintiff five chests of Patna opium, and having failed to deliver the same. Plaintiff also claimed costs of the suit. The particulars of the claim were made up as follows:—To the purchase price of five chests of Patna opium, each containing 40 balls at \$59.475 per ball, delivery to be given on July 11, 1911—\$11,895. To the market price of five chests of Patna opium on the date upon which defendants failed to take delivery—\$12,250. Difference between the price at which defendants agreed to sell and the market price on the 11th July, 1911—\$355.

Defendants entered a cross-action, claiming \$800 damages for breach of contract and brokerage, defendant having purchased from the plaintiff five chests of Sam Kung opium and having failed to take delivery of the same. The particulars were as follows:—To the sale price of five chests of Sam Kung opium, each containing 40 balls at \$59.475 cents per ball, delivery to be taken on July 11, 1911—\$11,895. To the market price of five chests of Sam Kung opium on the date upon which defendant failed to take delivery at \$50.50 per ball, each containing 40 balls—\$11,300. Difference between the price at which defendant agreed to purchase and the market price on July 11, 1911—\$595. Brokerage paid by the plaintiff for the re-sale of five chests of Sam Kung opium—\$5.

Hon. Mr. H. E. Pollock, K.C., instructed by Mr. H. L. Denny, Jr., of Messrs. Denny and Bowley, appeared for the first plaintiff and Hon. Mr. O. G. Alabaster, instructed by Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Morrell, was for the plaintiff in the cross-action.

Further evidence was called and the case adjourned.

#### THE LAI CHI CHIN CASE.

##### Judgment Delivered.

The concluding stage was reached at the Supreme Court this morning in the case in which Lai Chi Chin, of No. 3, Arbutnot Road, merchant, sued Tang Wong Shi, a married woman, of No. 22, Salt Fish Street, to recover the sum of \$70,000 damages for alleged wrongful arrest and false imprisonment. Hon. Mr. H. E. Pollock, K.C., instructed by Mr. W. B. Hind, of Messrs. Brutton and Hott, appeared for the plaintiff. Hon. Mr. O. G. Alabaster, instructed by Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Morrell, was for the defendant.

His Lordship in delivering judgment said:—This is a motion for judgment by the plaintiff on a point of law reserved at the trial for further argument. The facts are shortly as follows:—An order nisi for the issue of a warrant to bring the plaintiff before the Court to show cause, had been made by the Chief Justice under section 306 of the Code, in an action in which the plaintiff was defendant and the present defendant was the plaintiff. The now plaintiff was arrested by the bailiff on the same day under a warrant in the usual form at about 3 p.m. when the Court was not sitting. The bailiff then, therefore, brought the plaintiff to the Registry where a second warrant was prepared under which the plaintiff was taken to the civil prison and there detained for some hours until the amount of security ordered, had been found, when he was released. Section 27 of Ordinance 3 of 1873 authorises the bailiff to convey to prison all such persons as may be committed to his custody by order of the Court. Apparently it has been the practice here for many years for a second warrant to be prepared when there is at the time of the arrest no Court sitting before whom the prisoners can be taken to show cause. This warrant was issued as authority to the bailiff to detain the person arrested. Were this not done the bailiff would be bound to keep the person arrested in his own custody. On the following day the parties appeared in chambers before the Chief Justice, who discharged the warrant and set aside the proceedings, and also ordered a prosecution for perjury of the person who had made the declaration on which the order had been made. Learned Counsel for the plaintiff argued that as the proceedings had been set aside for want of good faith on the part of the applicant, the present defendant, she was liable, not only on the case for malicious arrest, but as for a trespass, and he asked for judgment on the finding of the jury. I was in doubt whether the pleadings were so drawn as to raise the question of trespass upon this ground—but I gave leave to amend the plaintiff's pleadings as might be necessary upon the usual terms as to costs. The question then is whether trespass lies when an order of a judicial officer, made in the exercise of his judicial discretion, has been set aside for irregularity. I desired to take time to consider my judgment in view of the importance of the point of law raised and the numerous cases cited to me during the argument. Having fully considered these cases I am of opinion that in the present case trespass does not lie. Counsel for the plaintiff stated during the hearing that he did not desire to separate the second warrant from the first, but his point was that when both warrants had gone it lay upon the defendant to justify the imprisonment, and as the proceedings had been set aside for want of good faith she could not justify it and was therefore liable in trespass. Now, in my view, no justification is necessary, for the imprisonment was not, and could not have been, the act of the defendant.

After dealing with the Authorities to which he was referred, his Lordship continued. Every single one of these Authorities illustrates

in one way or another the same well-known proposition of law and not one of them supports the novel doctrine propounded for the plaintiff. It is true that doubts have been expressed whether a defendant who has himself interfered in the arrest may not thereby make himself a trespasser and so be liable, (see the case of Cooper v. Harding), where a warrant for civil arrest granted by a bankruptcy commissioner was held invalid. In an action for trespass the Court said, "The issuing of a writ was a judicial act of the Commissioner, and must be deemed exclusively his." The Court further pointed out that the defendants had not directly interfered in the execution. All that they had done was to direct the writ to be prepared by an agent who, when ready, gave the messenger notice to take it. They were not then liable in trespass. In the present case I find no direct interference by the defendant. If her solicitor did, in fact, draw up the order and warrant, of which there is really no evidence, he was merely obeying the order of the Court. I do not know who pointed out the plaintiff to the bailiff, but this again is a long way from interference in the arrest. As to the second warrant—it seemed to have been prepared to enable the bailiff to do what section 27 of Ordinance 3 of 1873 directs him to do. But in any case the second warrant was in no sense the act of the defendant. The motion for judgment by the plaintiff must be dismissed, and I must enter judgment for the defendant with the costs of the action.

Mr. Pollock applied for a stay of execution to enable his client to consider his position.

On the defendant's solicitor intimating that there was a stay until the return of the Chief Justice by order on the file, the application was granted.

#### BASILAN ISLAND TRAGEDY.

##### Further Particulars.

Readers will remember that our Manila correspondent on Sept. 26 telegraphed us news of an attack upon an American naval party in Basilan. The following fuller particulars are taken from the "Manila Times" of Sept. 27:—

Ensign C. E. Hovey was killed and three sailors mortally wounded in an attack made upon the party by a small band of hostile Yacans on Basilan island on September 24, according to telegraphic advices reaching Cavite to-day.

The dead ensign and the three sailors were attached to the gunboat Pampanga. It is presumed that they were sent ashore to do some reconnoitring duty and that they were "jumped" in ambush by the Moros.

The sailors who were injured are J. H. Catherwood, ordinary seaman, F. H. McGuire, hospital apprentice, and G. P. Houchton, machinist's mate. All three were badly cut up before the Moros were frightened away by the approach of a rescue party. Their condition is very critical.

The body of Ensign Hovey has been shipped north on the transport Warren.

A telegram received this morning by the bureau of constabulary from Col. Mark Hovey, verifies the foregoing account of the murder of Ensign Hovey. The wire says that the assault occurred about six o'clock in the morning.

Advices which were received at the office of the adjutant general of the division this morning in regard to the death of Ensign Hovey, are as follows: "Zamboanga, September 25: Adjutant General, Philippines Division, Manila, P.I.: Naval Ensign Charles E. Hovey was killed by hostile Moro outlaws on Basilan island at 6 a.m., September 24. His remains have been forwarded to Manila via the transport Warren. Signed, Major H. H. Whitney, adjutant general, department of Mindanao."

#### WAR MAP.

With to-night's issue readers will receive a war map specially drawn and lithographed for the "Hongkong Telegraph." This map, we trust, will be of service in affording a general view of the scene of the war in the Near East and northern Africa.

#### LATE TELEGRAMS.

##### The "Cablenews-American."

Washington, Sept. 26.

The slump in stocks reported from New York some days ago continues. The unsettled condition of the market is attributed to the rumoured dissolution of the steel trust and the activity of the government in the anti-trust campaign. A number of new suits have been filed against alleged trusts since the Supreme Court's decision in the Standard Oil and tobacco cases. This is interpreted in Wall Street to mean that the government is to begin an active crusade against many of the large corporations of the country on the theory that there are combinations of capital operating in unreasonable restraint of trade within the decision of the Supreme Court.

Advices received from Havana, Cuba, are to the effect that the government has taken hold of the agitators with a strong hand. Editors Sola and Baranguer, the publishers of inflammatory papers that have posed as leaders of the labour element, have been deported and the publication of their journals suspended.

William Randolph Hearst has taken up the candidacy of Speaker Champ Clark for the presidency. The Hearst papers throughout the country have begun a concerted boom for the speaker. The statesmanship displayed by Clark in the management of the party's majority in the lower house is pointed to as marking him as a man of presidential size.

Washington, September 27.—President Taft has again made himself the target of much caustic criticism by statements delivered in his speech in St. Louis yesterday. The President's theme was the recall of judges, the political principle that led to his veto of the Arizona statehood bill. He admitted that judges were frequently venal and betrayed the interests of the people and deserved condign punishment. But the President took the ground that the recall was not the remedy for such breaches of trust. He declared that the remedy had been provided in the form of impeachment proceedings. He then proceeded to say that he believed that the impeachment of a few judges would be beneficial to the country and would act as a salutary restraint on those whose tendencies might be toward venality. It is this statement that has come in for general criticism. On the one hand many papers deprecate it as an unwarranted attack on the integrity of the courts. On the other a large part of the press asserts that the statement admits all that the advocates of the recall claim and refutes the arguments made by the President himself when he vetoed the statehood bill. The criticism is general.

Washington, September 28.

William J. Bryan disavowing the causes of the defeat of reciprocity in Canada, in "The Commoner," blames Speaker Champ Clark for the result. According to Mr. Bryan the imprudent talk of the Speaker about the annexation of Canada in the future was at the bottom of the vote of the Canadian people on the measure.

New York, Sept. 21.

According to the wire once in politics Governor Woodrow Wilson has been practically eliminated from the list of Presidential possibilities in the Democratic Party by the turn of affairs in New Jersey. Dispatches from the State bring the news that the old Democratic machine in Jersey has succeeded in defeating practically all of Governor Wilson's candidates in Jersey.



SPECIAL  
TELEGRAMS.

## A SERIOUS CHARGE.

ALLEGED CONCEALMENT  
OF INFECTION.

(The "Telegraph" Correspondent.)

Singapore, Oct. 2.

The master and doctor of the Russian steamer *Coronia* from Svatow have been admitted to bail of \$3,000 in connection with a charge of issuing a false medical certificate that there had been no case of infectious disease on board.

It is alleged that forty or fifty bodies of persons who had died from cholera were thrown overboard during the voyage, including several that were "dumped" in Singapore Harbour.

## THE FLEET.

## AT YOKOHAMA.

("Independent News" Agency.)

Tokyo, October 3.

British warships, the *Monmouth* and *two others*, entered Yokohama on October 2. They remain until the 15th inst.

ABSENT WITHOUT  
LEAVE.Quartermaster Pays the  
Penalty.

At the Marine Court to-day, before Commander C. W. Beckwith, O. Coil, quartermaster of the R.M.S. *Monteagle*, was charged at the instance of the Chief Officer F. L. Davison with unlawfully absenting himself from on board the ship without leave from the 1st until the 2nd inst., in Victoria Harbour.

Defendant pleaded guilty. Compromiser gave evidence to the effect that the defendant was absent from his ship from the afternoon of the 1st, until the afternoon of the 2nd. There had been trouble with the defendant before over the very same thing and he had even been absent from his post of duty, when he ought to have been on watch. Then he had threatened the defendant that he would take steps to have him punished if he so offended again.

Asked what he had got to say, the defendant said that he had not been accustomed to ask for leave in any other ship he had been on, when he wanted to go ashore.

He was sentenced to fourteen days' hard labour with the proviso, however, that, if the ship sailed before the time had expired, he was to be released.

## ALLIES.

A Japanese answering to the name of Matsua, a musician in the band of conjurers at the City Hall, appeared in a very woe-begone condition at the magistracy this morning. He was considerably bruised about the face, and had to answer a charge of behaving in a disorderly manner last night. It appears that he and a British sailor had a dispute, and the Britisher carried the point, endowing his antagonist with a black eye and other injuries.

The magistrate evidently thought the prisoner had had enough punishment and discharged the man.

"THE QUALITY OF  
MERCY."

## Hall-Caine's New Play.

Mr. Hall Caine has written for the "Express" the following story of the plot of his new play, "The Quality of Mercy," which was to be produced for the first time on Sept. 4 at the Theatre Royal, Manchester.

## Act I.

The play opens in Pickering, in the North Riding of Yorkshire, twenty miles south of Whitby. The period is the last days of the stage coach.

Lawrence Chancellor, the young squire, has by a profligate life made himself penniless. He is married to Lucy, the daughter of a wealthy family (who have cast her off by reason of her choice), and they have one young child, also called Lucy. His estate is being sold by auction when a former suitor of his wife, Captain Henry Crow, a prosperous Greenland whaler, returns from a long residence in Iceland, where he had married an Icelandic wife, who is now dead, leaving a young son, Harry, whom he brings home with him.

Inspired by a secret desire to get rid of Lawrence Chancellor, in order to possess himself of Lucy, Captain Crow offers to aid the husband in his extremity by sending him to the whaling, well knowing, or believing, that after his self-indulgence at home, he must succumb to the hardships of life on the northern seas, and Chancellor, moved chiefly by a desire to atone to his wife for the suffering and shame he has brought upon her by a career of extravagance, which has left them homeless, accepts the offer.

He is making known to Lucy his intention of going away for a while to recover his fortunes and self-control when she, who still loves her husband, in spite of the ruin he has brought upon her, reveals to him the motive of Captain Crow's proposal, as she has gathered it from the whaler himself. Enraged by the treachery which has given itself the appearance of benevolence, Chancellor sets off late at night for Captain Crow's rooms, intending to charge him with his duplicity.

## Act II.

The second act opens in Captain Crow's rooms, where he is seen writing the treacherous letter which Chancellor is to carry away to Iceland in order (as the victim has been led to think) to make his lines easy in the far country, but really to instruct the skipper of the whaler in which he is to sail for the Greenland seas to expose him to the greatest hardships, so that he may never return home to his wife.

It is then that Chancellor arrives, and, thinking he comes according to appointment to receive the letter, Captain Crow is proceeding to make such final arrangements as will leave his course clear with Lucy after news of her husband's fate has come back to England, when Chancellor bursts out upon the man with an exposure and denunciation of his treachery. The result is a violent scene in which Crow struggles to recover possession of the incriminating letter and Chancellor to retain it, both men fighting in their consuming rage until a shot from a revolver in Crow's own hand leads to his death.

Feeling no guilt in his share of the tragedy, Chancellor immediately sets off to the police authorities to tell what has occurred, but he is intercepted by his wife, who explains to him his position in the eye of the law as the sole witness of Crow's death and apparently the only cause of it.

Unable to testify for himself, and pointed at as the murderer of Crow by incidents of otherwise unanswerable circumstantial evidence, overwhelmed by this view of his situation, and hoping to save his wife and child from the last disgrace of his arrest and conviction, Chancellor agrees to

his wife's entreaties that he should so far carry out Crow's plan as to fly off to the whaling on the Greenland seas.

By the timely arrival of the midnight mail coach at the moment when the tragedy has been discovered and the hue-and-cry has been raised, he is able to escape, passing through his pursuers by a smart device and being sent off in pursuit of himself.

## Act III.

Twenty years have passed when the third act opens on the deck of the whaling schooner *The Providence*, anchored off the coast of Greenland. The skipper is Lawrence Chancellor, known as Captain Jon Arnasson, an Icelandic, held in the highest honour as a just and upright man, and always called upon in that lawless community of whalers for many miles outside the reach of civilisation, to act as judge in cases of quarrel or crime.

In the interval since he fled from England he has heard nothing of what has been happening at home, and from fear of disclosing his identity (and thus involving his wife and child as well as himself in trouble), he has never dared to inquire.

A young owner of whale-ships arrives to wind up his father's business. This is Harry Crow, son of Captain Crow, now five-and-twenty, and between him and the supposed Icelandic in affectionate friendship springs up, in the course of which the exile, under pretext of having known Lawrence Chancellor, hears that all interest in his alleged crime is gone, and that all possible witnesses against him are dead.

He also hears that his wife, after long waiting for news of him, has passed away, but that their daughter, Lucy, a beautiful young woman, is to be married to Harry himself on his return to England, the young people having buried the blood-fond between their fathers and made a bond of love between themselves.

Deeply touched by this turn of events, the Icelandic captain (Lawrence Chancellor) is preparing young Harry Crow for his return home when he is confronted by one of his crew who has tried in vain to carry out a vendetta against Captain Crow (for causing by gross cruelty the death of his Icelandic wife), and now seeks to execute his vengeance on the son.

From this peril Lawrence Chancellor, in a violent scene, saves the young man at the risk of his own life, and sends him safely back to his daughter in England, promising in answer to his warm entreaties to visit them there some day.

## Act IV.

Nearly ten years more have passed, and Lawrence Chancellor, still bearing the name of Captain Jon Arnasson, the Icelandic, returns to his native place full of a yearning desire to see his children. He finds everything changed, the old civilisation that preceded the adoption of steam and electricity having given place to the new, the old ways of life being gone, the generation to which he belonged being dead; only himself remaining alive, and he is old and altered.

He sees his daughter Lucy, who seems to him to be a reincarnation of his dead wife. He sees her child, a young boy who is christened Jon Arnasson in affectionate memory of his own assumed name on the Greenland seas. Finally he meets his son-in-law, Harry Crow (now a magistrate and a power in the county), who is at once overcome with joy and overwhelmed with confusion at the sight of him.

Here comes the last trial of his life and the final tug of the drama. Unknown to himself he had been identified in his true character of Lawrence Chancellor on landing at Whitby, and an old warrant for his arrest on a charge of causing the death of Captain Crow nearly thirty years before had been unearthed and shown to the magistrate by the chief constable of the county, who had expressed his intention of executing it.

How the identity of Captain Jon Arnasson with Lawrence Chancellor is brought home to young Harry Crow and his wife, Lucy, how after the shock of the discovery they both take sides

with the accused man, how Captain Arnasson pleads for Lawrence Chancellor on every ground of mercy, how at last he reveals and defends himself and demands justice, producing the treacherous letter which would have sent him to his death, and how the new law which permits a prisoner to testify on his own behalf now makes his evidence legal and his acquittal certain—all this must be left to the play itself to tell.

The end is the destruction of the old warrant and the happy restoration of the long-exiled man to the bosom of the family that loves him.

The Executive Secretary of the Insular Government on September 27 sent 1,000 sacks of rice to Cebu per steamer *Romulus*. Mr. Carpenter said that the cargo of rice ordered from Rangoon would be in Cebu early in October and that it would be distributed from that port to points in the southern islands, where it was the most needed.

## DON'T FORGET.

Tuesday, October 3.  
Organ Recital, St. John's Cathedral.

Sale of needlework, Italian Convent.

Wednesday, October 4.  
Sale of needlework, Italian Convent.

Opening ceremony, Canton-Kowloon Railway.

Thursday, October 5.  
Sale of work, City Hall.

Friday, October 6.  
Hongkong Football Club's annual general meeting.

Saturday, October 7.  
Dairy Farm annual general meeting, 12.30 p.m.

Hongkong Jockey Club meeting, noon.

Polo Club Gymkhana, 3.30 p.m.

Taikoo Rifle Club Range opening, 3 p.m.

Tuesday, October 10.  
Extraordinary general meeting, Douglas Steamship Company.

Wednesday, October 11.  
China Light and Power Company's annual general meeting, St. George's Building, noon.

To-day's  
Advertisement.

G. B. R.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 9th day of October, 1911, at 8 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor of One Lot of CROWN LAND at Kennedy Town in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King; for open further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sub-Lots	Area in Acres	Area in Square Feet	Annual Rent	Upset Price
1	1.1	7,000	20	£1,100
2	1.1	7,000	20	£1,100
3	1.1	7,000	20	£1,100
4	1.1	7,000	20	£1,100
5	1.1	7,000	20	£1,100
6	1.1	7,000	20	£1,100
7	1.1	7,000	20	£1,100
8	1.1	7,000	20	£1,100
9	1.1	7,000	20	£1,100
10	1.1	7,000	20	£1,100

GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 15th Aug. 1910. [74]

To-day's  
Advertisements.

FOR SHANGHAI, KOBE AND  
MOJI.

## THE Steamship

"ARRATOON APCAR."

Captain G. F. Hudson, will be despatched for the above ports on SUNDAY, the 8th instant, at Daylight. The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN (occupying 20 days).

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120. For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd., Agents, Hongkong, 8th Oct., 1911. [1418]

## NOTICE.

WE the undersigned have this day established ourselves as STOCK, SHARE AND GENERAL BROKERS and will carry on business under the style of MOXON and TAYLOR at the offices recently occupied by Messrs. E. S. Kadoorie & Co., 6 Queen's Buildings, Chater Road, Hongkong.

G. C. MOXON.  
JOHN W. TAYLOR.  
Hongkong, 2nd Oct., 1911. [1416]

G. B. R.

## MAGISTRACY.

No. 8, 271.

It is hereby notified that a meeting of the Licensing Board will be held in the Council Chamber on WEDNESDAY, the 1st day of November, 1911, at 2.15 p.m., for the purpose of considering applications for Publicans' and Hotel Keepers' Adjunct Licences for the year 1911-1912 under the Liquor Licences Ordinance, 1911.

Forms of application may be obtained at the Magistracy. All applications must be forwarded to the Magistracy on or before SATURDAY, the 14th day of October, 1911, and must be accompanied by a deposit of Three Dollars.

Applicants for transfers of new licences and persons objecting to such applications must appear before the Licensing Board in person.

R. H. A. CRAIG,  
Secretary to the Licensing Board.  
Hongkong, 2nd Oct., 1911. [1415]

POPULAR  
"ASAHI" BEER

Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.

## CHINESE IMPERIAL GOVERNMENT 7 %

Silver Loan of 1896, E.

50th Half Yearly Drawing.

INTEREST due and drawn bonds of this Loan will be payable at the offices of the Corporation on and after 30th September, 1911. List of drawn bonds can be obtained on application to the undersigned.

For the Hongkong & Shanghai Banking Corporation, Agents issuing the Loan, N. J. STABBS, Chief Manager, Hongkong, 30th Sept., 1911. [1414]

## CHURCH MISSIONARY SOCIETY DAXTER SCHOOLS.

THE ANNUAL SALE OF WORK in aid of the above will be held at the City Hall on THURSDAY, 6th October, at 8 p.m. Admission, 20 Cents. Hongkong, 27th Sept., 1911. [1406]

## JOHN THOMAS COTTON.

VETERINARIAN & FARRIER (Qualified).

Business Address—

AN TOO STABLES,

No. 7, Russell Street,

Hongkong.

Telephone No. 272, Hongkong, 27th July, 1911. [1404]

PURE MILK  
FROM THE DAIRY FARM.

## FRESH MILK

Direct from the Cow.

STERILIZED MILK

Expressly for Travellers,

SOURD MILK

The Drink for Dyspeptics.

SEPARATED MILK

Cream only extracted; nothing added.

FRESH CREAM DAILY.

THE DAIRY FARM Co., Ltd.

For Sight Seeing in an Up-to-date

## MOTOR,

RING UP 1036.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911.

[1058]

THE ALEXANDRA CAFE  
"PERFECTION BREAD"

CRISP AND CRUSTY.

DELIVERIES TO ALL PARTS.

16, Des Vaux Road Central, next Hongkong Hotel,

Tel. No. 909.

[1121]

## CIGARETTES

BOUTON ROUGE

\$4.20 per 100

## FELUCCA

\$2.80 per 100

ENJOY THE LARGEST

SALE IN EGYPT.

## WEISMANN, LIMITED.

BAKERS

CONFECTIONERS

CATERERS

RESTAURANTEURS

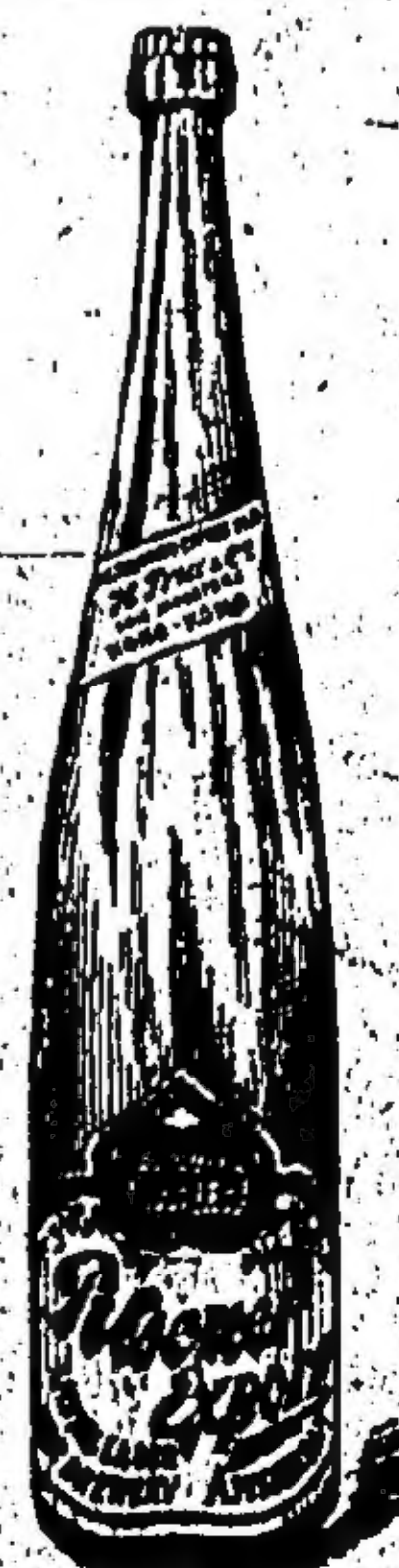
14, Des Vaux Road Central.

Hongkong, 20th April, 1911.

[1297]

## AMSTEL BEER

This Beer is exceedingly light, palatable and nutritious. It is especially pasteurized for use in Tropical Countries. The Best Amsterdam Beer brewed by the Beieren-Blarbrouwerij De Amstel and is second to none to all Pilsener Beers. Used in the Government Hospitals and other Leading Hospitals in all parts of the World.



SOLE AGENTS,

H. PRICE & CO.,

WINE and SPIRIT MERCHANTS,

13, Queen's Road Central, Hongkong.



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"MONTAGUE".....Sat., Oct. 14.	From St. John.
"EMPEROR OF INDIA".....Sat., Nov. 4.	"EMPEROR OF BRITAIN".....Fri., Dec. 1.
"EMPEROR OF JAPAN".....Sat., Dec. 2.	"EMPEROR OF BRITAIN".....Fri., Dec. 20.
"EMPEROR OF CHINA".....Sat., Dec. 30.	"EMPEROR OF CHINA".....Fri., Jan. 20.

S.S. "MONTAGUE" calls at Moji instead of Nagasaki.

Steamers will depart from Hongkong at 6 p.m. Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families.

Full particulars on application to Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....£48/- Via New York.....£45/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. ORADDOCK, General Traffic Agent, Corner Polder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM  
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SINGAPORE, SAMA-RANG & SOURABAYA	FAUSANG	Wednesday, 4th Oct., 4 p.m.
SINGAPORE, PENANG & CALUTTA	LAISANG	Friday, 6th Oct., Noon.
SHANGHAI	CHUOYANG	Friday, 6th Oct., Noon.
MANILA	LOONGSANG	Saturday, 7th Oct., 2 p.m.
MANILA	YUENSANG	Saturday, 14th Oct., 2 p.m.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Katsang," "Namsang" and "Fooksang" leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Port, Cheloo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kuddat, Lahad Dato, Simporas, Tawao, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHEWSON & CO., LD.

Telephone No. 215. Hongkong, 3rd October, 1911.

## THE BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

Steamer	Captain	Tons D W	On or about
"KUMERIC".....	G. B. McGill	11,000	October 10th.
"LUERIC".....	J. Mathie	11,000	October 25th.
"HERCULES".....	R. Williams	7,000	November 10th.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America.

Will call at Amoy and Keelung if sufficient indorsement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, Praya Central.

Telephone No. 780. Hongkong, 26th August, 1911.

## NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient indorsement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. "DUNERIO".....2,000 tons.....To be despatched end Dec.

S.S. "KATANGA".....5,600.....To follow and regularly thereafter.

For rates of Freight or Passage, apply to THE BANK LINE, LIMITED, Managing Agents.

Hongkong, 24th August, 1911.

## Shipping—Steamers

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	AKI MARU, Capt. K. Homma, Tons 7,000	WEDNESDAY, 11th Oct., at Daylight.
	MISHAMA MARU, Capt. A. E. Moser, T. 6,000	WEDNESDAY, 26th Oct., at Daylight.
	KAGA MARU, Capt. M. Hagino, Tons 7,000	WEDNESDAY, 8th Nov., at Daylight.

VICTORIA, B.C. & SEATTLE	KAMAKURA MARU, Capt. J. Richards, Tons 7,000	SATURDAY, 4th Nov., from KOBE
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VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, Kobe, Yokohama, Omi, & Yokohama	TAMBA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 10th Oct., at Noon.
	AWA MARU, Capt. I. Izawa, Tons 7,000	TUESDAY, 7th Nov., at Noon.

SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	KUMANO MARU, Capt. M. Winkler, T. 6,000	FRIDAY, 27th Oct., at Noon.
	YAWATA MARU, Capt. T. Sekine, Tons 6,000	FRIDAY, 24th Nov., at Noon.

SHANGHAI, MOJI & KOBE	TOSA MARU, Capt. T. Sato, Tons 6,000	WEDNESDAY, 11th October.
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Kobe & YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson, T. 9,000	FRIDAY, 18th Oct. P.M.
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N'SAKI, KOBE & YAWATA MARU, YOKOHAMA.....	YAWATA MARU, Capt. T. Sekine, T. 6,000	WEDNESDAY, 26th Oct., at Noon.
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† Fitted with new system of wireless telegraphy. \* Carries deck passengers. † Cargo only.

NEW LINE OF STEAMERS BETWEEN  
KOBE and CALCUTTA.

Regular service (once in every 18 days) from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The first steamer to sail from Hongkong: "HIROSHIMA MARU".....Tons 4,000.....Capt. Deguchi.....On Oct., 18th.

1912 PASSENGER SEASON 1912  
FOR EUROPE.

Steamer	Tons	Captain	From Hongkong.
TANGO MARU	8,000	K. Kawara	Feb. 14th.
KAMO MARU	9,000	P. L. Sommer	Feb. 28th.
AKI MARU	7,000	K. Homma	Mar. 18th.
MISHIMA MARU	9,000	A. O. Moser	Mar. 27th.
KAGA MARU	7,000	M. Hagino	April 10th.
ATSUTA MARU	9,000	Wm. Thompson	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIYABAKI MARU	9,000	T. Mura	May 22nd.

Steamer	Tons	Captain	From Hongkong.
INABA MARU	7,000	S. Tominaga	Feb. 27th.
TAMBA MARU	7,000	K. Noda	Mar. 20th.
AWA MARU	7,000	I. Izawa	April 28th.
INABA MARU	7,000	S. Tominaga	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

[5]

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL.
SHANGHAI, CHEFOO & NEWCHWANG	"HUNAN".....	To-day 6 p.m.
MANILA, ILOILO & CEBU	"KAIFONG".....	To-morrow 4 p.m.
SHANGHAI	"CHENAN".....	5th Oct., 4 p.m.
AMOI & SHANGHAI	"TIENSIN".....	5th " 4 p.m.
SHANGHAI	"LINAN".....	7th " M'night.
MANILA, CEBU & ILOILO	"TAMING".....	10th " 4 p.m.
WEIHAIWEI, CHEFOO & TIENSIN	"HUICHOW".....	13th " 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—Twin "crew Steamers" "Tean" and "Taming," saloon accommodation, and ships; electric fans fitted; extra state-rooms, on deck, aft. Saloon accommodation of a.s. "Kailong" is situated on deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chusan, Lian, Chinkwa)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon; leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares.—Single \$45. Return \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE.

Telephone No. 35. Hongkong, 3rd October, 1911.

[6]

## Shipping—Steamers

## HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE, Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong: OUTWARD.

For Shanghai, Kobe & Yokohama: S.S. "Prinzess".....20th Oct.

"Slavonia".....3rd Nov.

"Scandinavia".....16th Nov.

"Spezia".....2nd Dec.

"Segovia".....14th Dec.

"Silesia".....27th Dec.

"Ambria".....10th Jan.

"Goldenfels".....24th Jan.

For Further Particulars, apply to—Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 30th September, 1911.

[556]

HomeWARD.

For Havre, & Hamburg: S.S. "Sueria".....10th Oct.

For Rotterdam, Hamburg & Antwerp: S.S. "Furst Bismarck".....11th Oct.

For Havre, Bremen & Hamburg: S.S. "Seugetamb".....30th Oct.

For Rotterdam, Hamburg & Antwerp: S.S. "Belgravia".....26th Oct.

For Further Particulars, apply to—Hamburg-Amerika Linie, Hongkong Office.

Hongkong, 30th September, 1911.

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Hongkong, 30th September, 1911.

[556]

## COMMERCIAL

## Bullion.

Messrs. Mocatta and Goldsmid report under date Sept. 7:—

The finer tone of the silver market mentioned in our last circular, which with the better news of the monsoon, was certainly to be expected, proved to be disappointing, for, although the price advanced to 24.1-4 on the 2nd inst., there has since been a reaction to 24.1-8, and the market has again become apathetic and dull.

Business in China is said to be restricted by the serious floods, and this has been reflected in the lower exchange from the Far East, which has been the principal cause of the weakness.

Indian operators, however, seem inclined to buy at the present level and have made some purchases both for immediate and forward delivery, the steamer leaving to-day taking a little over £100,000 to Bombay.

Gold.—There has been practically no Continental demand, and the Bank of England is securing none of the whole of this week's arrival, the requirements for India being again very small.

During the week the Bank has received £800,000 in bars and coin, whilst £57,000 in sovereigns have been withdrawn, of which £50,000 were for Brazil.

Yarn Report.

Hongkong, Sept. 20.

Since our last report on the 17th inst. by a.s. Delta, our yarn market had continued firm throughout the interval.

In response to the good inquiry from the consuming districts, the buyers have shown much activity in meeting with their requirements, resulting in the sales of a fairly good lot of 5,000 bales at an increase of \$1 to 2 in all counts.

Business would have been on a more larger scale during this interval, but the holders showed little inclination to operate at these rates owing to higher rates ruling in Bombay; this has given much impulse to our market, and at the close the tendency is strong.

No. 6 & 8.—At a slight improvement, a few lots have been put through.

No. 10.—Better demand had prevailed than the last interval, and a good lot had changed hands at an advance of \$2/3.

No. 12.—There was moderate inquiry in this count with an increase of \$1 to 2.

No. 16.—A few choice chops were inquired at previous rates.

No. 20.—There being little demand from the interior, buyers had made purchases only for their immediate requirements on a small scale at a slight advance.

Total sales 5,000 bales.

Unsold stocks 10,000 bales.

Sold, but undelivered in the godown and to arrive 10,000 bales.

Arrivals.—The mail str. Delhi and extra str. Australia and Wakasa Maru from Bombay, and str. Kum-sang from Calcutta have brought in 7,500 bales for Hongkong and 6,714 bales for Shanghai. Shipments from Hongkong to Shanghai and coast ports, &c., amount to about 3,000 bales.

Local Mill.—Have done business in 250 bales 10s. at \$130 to 141.

Shanghai.—Reports a strong market with an advance of 1/2 all round.

Japanese Yarn.—Had not met with any inquiry during this interval.

Raw Cotton.—Dungel.—Our market is bare of stocks since a long time past, owing to unfavourable rates in India; there being some inquiry, rates have increased \$2 to \$3 per picul; present quotations are \$37 to \$41 per picul.

Chinese.—Owing to heavy rains and big floods in several producing districts, crops have been changed to some extent, and the prices there have reached abnormally high. Stocks here are all out and the quotations are \$30 to \$45 per picul.

Pollanwalla & Rawal.

Cotton & Yarn Bazaar.

[556]



## LOG BOOK.

## Searchlights and Steamers.

When the steamer Guthrie, in command of Captain J. Wilson, outward bound from Singapore, was about to enter Sydney Heads a few weeks ago, the electrical engineers at South Head and Middle Head were indulging in practice known as "running the light," the effect of which was to create difficulties in navigation which almost brought about a collision, reports the "Brisbane Courier."

Four lights remained trained on the Guthrie practically the whole time. Captain Wilson made signals to the South Head station by means of the Morse code asking for a chance to get along, but seemingly no notice was taken of the request by the military people. A second appeal for a chance to navigate was also futile.

He then had to announce his intention of putting out to sea. The lights were not taken off the Guthrie, which proceeded slowly and entered the heads and in a few minutes was almost in collision with the Wyrems of 6,337 tons, bound to Brisbane and other Queensland ports, with 350 passengers, the majority of whom are tourists proceeding to Cairns. In an interview, Captain Wilson said:

"We simply had to feel our way. What made matters much worse was that we had already been 18 hours coming from Newcastle against a gale and a big sea. Then when port was in sight those lights came at us. Prior to this North Head could be seen as clear as day; but in a minute, due to the searchlights, I could not see a thing. We came along slowly, and entered, but in a few minutes we were almost bang into a big A. U. S. N. steamer outward bound by the eastern channel."

## SIGNS OF THE TIMES.

## The Wily Chinaman.

The Chinaman, says the "Advocate of India," is not so familiar a figure in Bombay as in Calcutta, where the colony of celestial carpenters, cabinet makers and shoe-makers is a very large one. But he is generally an interesting, and if not interesting, certainly an amusing personality anywhere. He is, moreover, thrifty and industrious, and residents in India will easily remember how bitter a campaign has been waged against him in certain countries, notably North America and Australia, he, indeed, against all Orientals. But according to mail advices, in Australia he seems to be "getting his own back," and our cousins Down Under appear to be sporting enough to be amused at the neat way in which the Chinese cabinet makers have turned the tables upon the white men employed in the furniture trade in the State of Victoria. Within the last fifteen years John has almost entirely captured the cabinet-making industry, and now that he is secure in his position he has formed a Trade Union of his own, the principal objects being to exclude all Europeans from Chinese factories; to prevent Chinese employers giving any surplus work to factories employing Australian workmen; to render it impossible for Indians to capture the trade from the Chinese craftsmen and to provide a defence fund for the aid of all members who come within the clutches of the "Factories Act" inspectors or the police. Under the rules of the Union two Chinese employers have already been fined for employing white men for a few hours, and the future of this latest thing in conjunctures is watched with some interest.

## Intimations.

## AERTEX CELLULAR. REGAL SHOES J. T. SHAW, TAILOR and

## OUTFITTER,

21, Hongkong Hotel Buildings, Queen's Road. [1268]

## PEAK TRAMWAYS CO. LIMITED.

## TIME TABLE.

Week Days.	
7.00 a.m. to 8.00 a.m. Every 15 min.	
8.00 a.m. to 10.00 a.m. " 10 min.	
10.00 a.m. to 11.00 a.m. " 15 min.	
11.30 a.m. to 12.45 p.m. " 15 min.	
12.45 p.m. to 1.15 p.m. " 10 min.	
1.15 p.m. to 1.45 p.m. " 15 min.	
1.45 p.m. to 2.15 p.m. " 10 min.	
2.15 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 8.10 p.m. " 10 min.	

## NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. every 15 minutes.

## SUNDAYS.

8.00 a.m. to 10.30 a.m. every 15 min.	
10.30 a.m. to 11.00 a.m. " 10 min.	
11.45 a.m. to 12.00 noon " 15 min.	
12.00 noon to 1.00 p.m. " 10 min.	
1.00 p.m. to 5.00 p.m. " 15 min.	
5.00 p.m. to 6.00 p.m. " 10 min.	
6.00 p.m. to 7.00 p.m. " 15 min.	
7.00 p.m. to 8.10 p.m. " 10 min.	

## NIGHT CARS as on Week Days.

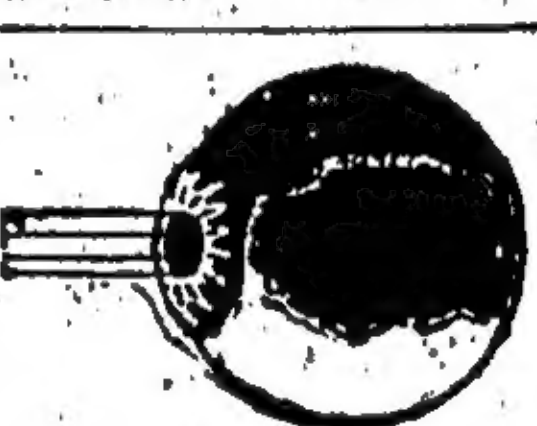
## SATURDAYS.

Extra Cars at 11.45 p.m.

## SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 16th June, 1911.



## SUN GLASSES.

Any tint made to any prescription. No charge for testing sight. Repairs of all description made by competent workmen.

## N. LAZARUS,

Ophthalmic Optician, 1A, D'Aguiar Street, Hongkong.

Hongkong, 24th July, 1911. [299]

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP...\$1,250,000.)

## Loans on Mortgage of House Property &amp;c.

Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

## THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &amp;c.,

Undertaken and Executed. SHEWAN, TOMES & Co. General Managers, Hongkong, 19th March, 1908. [14]

## GRAVING DOCK.

78ft. by 88ft. by 24ft. 6 in. Pumps empty Dock in 3-4 hours.

## THREE PATENT SLIPWAYS

taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient result.

## 100-Ton ELECTRIC CRANE ON QUAY.

ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE

HONGKONG, CHINA & A

TAIKOO DOCKYARD & ENGINEERING CO.

TAIKOO DOCKYARD, HONGKONG

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

Telephone 1444

## Mails.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

LONDON & ANTWERP v. S. F. P. PENANG. O' M'D. PORT SAID AND MARSEILLES .....	SUNDA ..... Capt. H. G. Evans, R.N.,	Daylight 5th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	MALTA ..... Capt. G. M. Montford, R.N.,	3 P.M. 6th Oct.	Freight and Passage.
SHANGHAI .....	DEVASHI ..... Capt. U. Powell .....	About 13th Oct.	Freight and Passage.

For Further Particulars, apply to E. A. HEWETT, Superintendent, P. & O. S. N. Co.'s office, Hongkong, 30th September, 1911. [4]

## NORDDEUTSCHER LLOYD.

## BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL ON
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG.	"GNEISENAU" 16,000 Tons, Capt. Th. Stollberg.	WEDNESDAY, 4th October, at Noon.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA.	"PRINCE LITEL FRIEDRICH" 16,000 Tons, Capt. E. Malchow.	About WEDNESDAY, the 4th October.
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MANILA, YAP, MARION, SAMAR, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE.	"PRINCE SCHWIMM" 6,000 Tons, Capt. F. Brauning.	SATURDAY, 7th October, at Daylight.
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KOBE & YOKOHAMA.	"PRINCE WALDEMAR" 6,100 Tons, Capt. F. Isuke.	About TUESDAY, 17th Oct.
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KUDAT & SANDAKAN.	"Bonnie" 5,050 Tons, Capt. F. Sambill.	Middle of October.
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All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken. For further Particulars, apply to

## NORDDEUTSCHER LLOYD

## MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG and CHINA. Hongkong, 25th September, 1911. [7]

## THE LEEDS FORGE CO., LTD., LEEDS.

Specialists in the Manufacture of RAILWAY ROLLING STOCK of every description.

Pioneers in the Design and Manufacture of PRESSED-STEEL UNDERFRAMES and BODIES and ALL-STEEL RAILWAY WAGONS.

The Undersigned have been appointed Sole Agents in Hongkong and China.

THE "AIKOO DOCKYARD & ENGINEERING CO." OF HONGKONG, LTD.

BUTTERFIELD & SWIRE. Hongkong, 23rd September, 1911. [140]

## SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic & Pneumatic Tools, installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

Telephone 1444

TAIKOO DOCKYARD & ENGINEERING CO.

TAIKOO DOCKYARD, HONGKONG

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

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50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

Telephone 1444

## Shipping-Steamers.

## DOUGLAS STEAMSHIP CO. LD. Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 days.)  
STEAMERS. CAPTAIN. LEAVING:  
Hailiang ... Capt. J. W. Evans ... WEDNESDAY, 4th Oct., at 1 p.m.  
Haitan ... Capt. A. J. Beach ... FRIDAY, 6th Oct., at 1 p.m.  
Hatching ... W. C. Passmore ... TUESDAY, 10th Oct., at 1 p.m.  
Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier. For Freight and Passage, apply to

Douglas, Laprak & Co., General Managers.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

STEAMER	Expected on or about	Will leave on or about
Tijmanah	JAVA	JAPAN
Tijpanas	SHANGHAI, 1st half Oct.	JAVA, 1st half Oct.
Tijmanock	JAPAN, 1st half Oct.	JAVA, 1st half Oct.
Tijlroem	JAVA, 1st half Oct.	JAPAN, 1st half Oct.
Tijlwoong	JAPAN, 2nd half Oct.	JAVA, 2nd half Oct.
Tijlkin	JAVA, 2nd half Oct.	JAPAN, 2nd half Oct.
Tijlodos	SHANGHAI, 2nd half Oct.	JAVA, 2nd half Oct.
Tijlatap	JAVA, 1st half Nov.	SHANGHAI, 1st half Nov.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN, Telephone No. 375, York Buildings. [274]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"DE HI." FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon; where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:

From London, &c., ex. s.s. "Macedonia."

From Persian Gulf, ex. s.s. B.I.S.N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 3rd Oct., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 28th Sept., 1911. [4]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANDIA" FROM ANTWERP, LONDON, MIDDLESBRO, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 7th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—

Ex s.s. "Boneok" from Setubal.

"Germania" from Goteborg.

"Kong Ring" from Skien.

HAMBURG-AMERICA LINE, HONGKONG OFFICE.

Hongkong, 2nd Oct., 1911. [958]

## TSANG KWON COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Voeux Road Central.

Telephone No. 899.

Hongkong, 2nd Jan., 1911. [78]

## WING KEE &amp; CO.

47-49, Connaught Rd.

## SHIPHANDLERS.

PROVISION & COAL MERCHANTS.

19th Dec., 1911. [290]

## Consignees.

## TOYO KISEN KAISHA.

## NOTICE TO CONSIGNEES.

S.S. "BUYO MARU." FROM SOUTH AMERICAN PORTS & JAPAN PORTS.

The above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo remaining undelivered on TUESDAY, the 3rd Oct., at 5 p.m., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected.

No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on FRIDAY, 6th Oct., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown and examination of same to be arranged.

All claims must be filed on or before FRIDAY, 18th Oct., otherwise they will not be recognized.

K. MATSUDA, Agent.

Hongkong, 29th Sept., 1911. [868]

## FROM EUROPE.

HE H.A.L. Steamship

"BAYERN,"

Captain Brohm, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 7th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—

Ex s.s. "Boneok" from Setubal.

"Germania" from Goteborg.

"Kong Ring" from Skien.

HAMBURG-AMERICA LINE, HONGKONG OFFICE.

Hongkong, 2nd Oct., 1911. [958]

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Hongkong, 2nd Jan., 1911. [78]

## WING KEE &amp; CO.

47-49, Connaught Rd.

## SHIPHANDLERS.

PROVISION & COAL MERCHANTS.

19th Dec., 1911. [290]

## To Sail.

Regular Steamship Service to New York via PORTS and SUEZ CANAL (With Liberty to Call at Malabar Coast).

Proposed Sailing from Hongkong.

FOR NEW YORK.

S.S. "SAINT" Sailing on or about PATRICK, 23rd Oct.

FOR BOSTON & NEW YORK.

S.S. "SATSUMA" Sailing on or about 7th Oct.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, 3rd Oct., 1911. [1391]

## CHINESE ENGINEERING

and MINING COMPANY, LTD.

CANTON-HONGKONG-TIEN-TSIN LINE.

Taking Cargo for Tsingtau, Chetoo, Newchwang, and Chienwangtso.

For Freight and Passage apply to

THE CHINESE ENGINEERING & MINING CO., LTD.

Queen's Buildings, DODWELL & CO., LTD. Agents.

Hongkong, 28th Sept., 1911. [1289]

## THE AMERICAN &amp; ORIENTAL LINE.



